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JULY GENERAL MEETING

8 p.m., Friday, 20th July, 1962 at the Clubrooms, 21 Edgar St.,
Glen Iris, S.E.6.

The INTERSTATE RALLY

from David Bamford.

Ladies & Gentlemen,

Unaccustomed as I am to rising before the hour of six o'clock, I somehow managed to achieve this remarkable feat, and what is more, remain conscious for most of the day. In this, I was not alone, being accompanied by Messrs. Bowes, Ramsay, Plummer, Quinn, Donnan (father & son) the Brothers Lee, David & Evelyn Muirden, and my own brother Paul. Paul and I travelled with the Muirdens in the Speed Twenty, Simon and Terry were driven by Basil in the Three Litro, Les and Ray motored in the Front-Wheel-Drive and the Doctor and Des trusted their souls and bodies to Graeme.

As expected, there was no one at the assembly point on time, and so we all found each other en route. The first car that we sighted was the FWD near Kilmore. The Three Litres caught up to us considerably further along the highway, when we had to stop to investigate a lack of fuel at the carburettors. No, we hadn't run out of fuel and there was nothing wrong that cleaning the pump points and cleaning the power leads didn't remedy. We entered Wangaratta at about 10.30 in the morning, and we had been invited to call on Graham Martin there. Great confusion, however, arose in the minds of those who navigated the leading car, Basil's TA 21, as no one had been to Graham's place before. After many deviations around the back streets of the town in a rather vain search, a local resident, who knew an

Alvis when he saw one, asked us if we were looking for Graham. From there on it was plain sailing to a welcome break and much-appreciated hospitality. One surprise was meeting Speed Twenty owner, Janice Martin there, convalescing after her back trouble.

Pressing on at about 11.30, lunch was taken in Albury. While those with a larger appetite and thirst quenched it at The Globe, the Speed 20 and F.W.D. journeyed on. The Twenty, however, took a wrong turning on the outskirts of Albury, and we suddenly found ourselves at the Hume Weir, the site of last year's Rally. "Oh well, I wanted to see it anyhow", department. The rest of the run to Cootamundra was uneventful, although mostly over rotten roads, liberally supplied with mud and slush that splattered all over a windscreen that was cleaned by the original wipers, which now only have about 4" of movement left in them.

Finding the Hotel was no great problem, and settling in and getting cleaned up, was even less. After dinner, all gathered round in the Lounge and pored over photographs of many wonderful vehicles from many wonderful parts of the globe. It was a quiet evening, but as most of us were very tired, this was natural.

The following morning, after breakfast, there were many suggestions and much discussion as to what everyone should do for the day. Burrinjuck Dam was highly recommended at one stage, and it was then that we nipped upstairs to get our gear for a day in the country. When we came down again, there was a general exodus, such that I have never seen executed so swiftly before. The Speed Twenty, the Muirdens and I left Cootamundra, wondering where everyone had gone and deciding that they had left for the dam. This actually proved to be incorrect, although we spent an enjoyable day touring the mountain fastnesses of the part of NSW, and saw the remarkable Dam itself. After waiting for a long time, for the others to arrive, we set off back for Cootamundra. It later transpired that the rest of the assemblage had subsequently decided to go bargain-hunting in the local tips and had made some interesting discoveries.

One of the most interesting finds was a truck of remarkable proportions and content, and its equally remarkable owner. The chassis of the vehicle was a lengthened car chassis. The engine came from a different car to the chassis, and the radiator and body from still different cars. To the back of this Heath-Robinson device was fitted a tray of some twenty feet in length. The owner of this machinery also had a shed containing a complete 1910 Hupmobile and a number of stationary engines, including a Trojan motor.

The second evening was spent in discussing the day's finds. A fellow that collected veteran motorcycles dropped in to have a few words to us. A representative of the local Press visited us, and gained information for his newspaper and arranged for a photographic line-up in the morning outside the Hotel. The rest of the evening was spent in carousing, the incentive being given by Charlie Langham with his "drink a glass of fluid while standing on your head" act. This gentleman also produced a student song book from which we sang most of the songs. Those Victorians who felt that the NSW beer was too bad to drink decided that Bloody Marys were the answer. Tooth's "New New" brew was, however, found to be excellent, and as close to Foster's as one could hope to get north of the border (or south).

The following morning, it was obvious that the Bloody Marys had taken their toll, and at least one member of the party stepped into the dining room very woodenly and very late. The dance that some had decided to go to sometime after twelve o'clock did not result in anything for anyone as there were only two girls there for hundreds of males. Undismayed, one NSW member walked straight in and "conned" one of the two girls while the locals were still thinking about it.

After breakfast, the Press parade was duly held, and the cars moved off at odd intervals for the journey home. The Speed Twenty and the FWD took the direct route home, while the Grey Lady and the TA 21 went to visit an old coach factory near Culcairn. They found quite a stock of old coach parts, especially wooden spokes for cart wheels. In Victoria, the Grey Lady and the Three Litre left the Hume Highway at Wangaratta and took the longer way back through Mansfield and Healesville.

The NSW members we met were David Manson (12/40), Rob and Ann Gannoll (12/50), Charlie Langham (12/50), John & Helen Wheeler (Grey Lady-modified TA 21) and a chap who drove down in a Citroen, but also deals in a 12/50. He had knocked off from work at 11 p.m. and had driven straight down over night.

REPORT FROM DAVID MANSON

The NSW casualties on the way home were very minor, in fact all that happened was some rain (and one colossal storm, wind, driving rain and lightning) and the failure of the exhaust system on Charlie's d.b., which broke off the pipe at the flange while climbing a hill out of Carcoar - Charlie was able to braze it at Blayney. And Rob had to buy a battery in Bathurst to replace the one Alvis gave him from their scrapheap. Took us 11 hours to get home, but apart from the above it was an enjoyable trip. If anyone of the ACCV ever has trouble getting home, it doesn't ever seem to get into the magazine - so I presume you had a good trip as usual.

A method has been suggested to equalise NSW - Vic travelling time on Interstate Rallies; it goes as follows - At 7 a.m., each Club assembles and sets off along the chosen highway, travelling until they meet. To discourage cheating, it is suggested that any NSW driver who is 20% slower than Max Houston, and any ACCV driver who is 20% slower than Graeme Quinn, buys all the drinks. In the event of insolvency, collision or other mishap, the Rally would be declared no contest. Crash hats and dark glasses will be worn.

The History of the Boorham Napier or The Quest of the Pig's Whisker.

The history of the Boorham Napier is involved and rather unusual. In winning the 1902 Gordon-Bennett Trophy, Edge seems to have left the road just after Bregenz, and to this day there is dispute whether the methods he used to regain the road should not have disqualified him; the only description of the process being that given at the time by Edge and his brother, Cecil, who was mechanic. There were in fact, other witnesses, only one of whom left the spot alive - and the circumstances are these.

In leaving the road at a corner, the Napier ran down a gentle slope, through a hedge, and leapt a substantial ditch, coming to rest unharmed in a field, but with access to the road barred by the ditch. As the two brothers lamented their sad situation, in language sentimentally tinged with reminiscences of their Australian boyhood, they were approached by a Courtly

Stranger, who offered to assist. Sizing up the difficulties, he blew a short blast on a hunting horn which hung about his neck, and was instantly joined by a small family of stout peasants making suitable gestures of obeisance. At a word of command from the stranger they immediately lay face-down in the ditch, creating a ramp up which Edge, after starting his engine and tipping his cap to his unknown benefactor (for his hands were much too begrimed to offer a hand-clasp) was able to regain the road to Salzburg, Innsbruck and victory untainted with infringement of the A.C.F.'s regulations.

For many years the identity of this generous foreigner was a mystery to Edge, and was indeed rather too delicate a matter for close enquiry. But it happened one day, exactly ten years later, that the secret was at last made known. In the course of his extensive pig-farming operations at Gallops, Sussex, Edge was frequently obliged to conduct parties of interested visitors from abroad through the sections of the estate where his novel ideas could best be exhibited, and it was his pleasant habit to liken his animals to various Continental notables, a practice which brought many a merry smile to the bewhiskered faces of European agricultural delegations.

It happened one day that Edge addressed one of his most notable boars by the style of "Archduke Ferdinand" in the presence of a group of swine-enthusiasts from Bosnia Herzegovina; the pleasantries were greeted with polite laughter, but one can imagine Edge's chagrin when he received an unsigned letter, which however bore the imprimatur of the High Sausage Maker to the Duchy of X, pointing out that Mr. Edge might be unaware that he had slighted his benefactor of the 28th June, 1902. Consulting his diary, Edge was instantly filled, not with remorse, but with a desire to reward his noble friend and to recompense him for his gallant sacrifice, in so sporting a manner, of five valuable sorfs. His first impulse was to present the Archduke with the boar in question, a truly royal animal. Preparations were at once put in hand; Montague Napier designed, much against his better judgement, a vast travelling crate of immense refinement, of ancient oak with nickle steel reinforcement and chased silver mountings. Nothing seemed wanting in the preparations, when suddenly all Edge's generous design went for naught.

The hitch was this. Edge insisted that the boar should travel by first class rail; the great railway companies, no friends of the motor industry and its great industrial pioneers, among whom Edge acknowledged no peer, would not agree. They held that they were unable to accept an animal as a first class passenger, and refused the business. The uproar provoked by this action was considerable; letters over Edge's name appeared in the Kent "Messenger", in Witchell's Journal of the Pork Industry and most notably of all, in the "Railway World", over an editorial comment of typical British wit - "It's a 'bore' (boar) how some people get 'edgy' (Edgo-y) over small matters!" Nor did Edge meet with success in his subsequent efforts to have the animal sent in the 'diplomatic bag' for the King's Messengers had recently concluded a 'gentlemen's agreement' with another manufacturer of six-cylinder cars. In fact, the final blow was dealt when the 'Westminster Gazette' failed to publish, or even acknowledge, an eighty-nine page letter from Edge on the folly of entrusting business vital to the safety of the British Realm, to vehicles purchased from mere economy and without consideration for the prestige of Great Britain in the courts and parliaments of Europe etc., etc.

At length, Edge had recourse to a very practical method, and obtained from the Napier factory, a specially-prepared 30 h.p. chassis, which he caused to be suitably modified and fitted out to enable the crated present to be carried to his future master in great safety and comfort, and at speeds never before attempted in the history of hog transport.

Perhaps it would be as well to point out some unusual aspects of this history, not the least remarkable being that Edge took no steps whatever to acquaint the Archduke that any such presentation was to be made; he had in fact hoped that the source of the gift would remain unknown to the Archduke even after its delivery, so that the eventual revelation would be made in circumstances likely to produce great public interest throughout Europe, resulting in renewed respect for British sportsmanship and an increase in international concord through the clearing-up of any lingering doubts about the propriety of Edge's victory of ten years before. So it was that in the late autumn of 1913, the special vehicle, registered and labelled as a "Huttons", set out from Gallops bound for Eastern Europe, under the able care of Frank Tryon, with Australian adventurer A. Gordon Huie accompanying him.

Well, I'm afraid that time does not allow me to pursue this any further, nor does the result so far encourage me to go on. The Archduke was assassinated before the pig got there, the animal pined and died when separated from Edge, the car was bought by an international crime syndicate and prepared for the Coppa Pio Nono, sometimes erroneously called the Gran' Premio del Vaticano, although it was to have been held at Castel Gandolfo. Preparation was in the hands of a dissolute Californian named Semper Fidelis no Houhliahan, who had designed the 1908 Coupe des Voiturettes Isotta Fraschini, the Doutz Hermes, the Burlington and the S. 61 Fiat, and an interesting small car, the plans of which had been among his baggage which had just been seized by an Italian resident in Strasbourg in settlement of a debt contracted in the purchase of a horse from the said Italian. A Monsieur Lamy, who was an authority on the Carthaginian family of Barca and had purchased an elephant in the hope of retracing Hannibal's route across the Alps, then bought the car, with the idea that the journey could be more conveniently made if the elephant would learn to drive. The elephant showed no interest in driving, but expressed a wish to learn something of elementary maintenance; Lamy read it some articles by Faroux and it began to dismantle the vehicle, but later lost interest, having mislaid some of the important components. Lamy moved on one generation in the Barca family to Hamilcar and at the same time designed a motor car incorporating some of the elephant's pet theories, one of which was that there was no such thing as the letter H. The remains of the Napier were souvenired during the 1914-18 war by some Victorians on leave from the trenches, with the idea of using it to power a gambling ship on the Murray after the style of the Mississippi steamboats. All but one gambled away their shares in the venture long before their return to Australia. After this the story gets a bit vague.

DAVID MANSON.

REMAINS OF WRECKED GREY LADY.

The shattered remains of Jim Kilvington's (ex-Dr. Mayo) Grey Lady are at E.V. Timms & Sons, Greenwood Street, Abbotsford section, Telephone 42-6840. Don't go to the Victoria St. section. The various useable parts are listed on the next page:-

ENGINE ASSEMBLY (loss head and fuel pump)	£ 25.	0.	0.
DISTRIBUTOR	3.	0.	0.
DISTRIBUTOR COVER		10.	0.
O.H.V. ROCKER ASSEMBLY	2.	0.	0.
12 PUSH RODS	2.	0.	0.
VALVE COVER		10.	0.
GENERATOR	5.	0.	0.
STARTER	5.	0.	0.
INLET MANIFOLD (damaged)	1.	0.	0.
EXHAUST MANIFOLD	1.	0.	0.
S.U. CARBURETTORS (each)	4.	0.	0.
GEARBOX	15.	0.	0.
TAILSHAFT	5.	0.	0.
BACKAXLE ASSEMBLY	25.	0.	0.
FRONT SUSPENSION (complete with hubs) (each)	5.	0.	0.
KNOCK OFF CAPS (each)	1.	0.	0.
WHEELS (each)	6.	0.	0.
WHEELS (damaged)	1.	10.	0.
RADIATOR BLOCK (damaged)	5.	0.	0.
RADIATOR COWL (damaged)	1.	0.	0.
RADIATOR CAP		5.	0.
STEERING BOX	5.	0.	0.
STEERING WHEEL	1.	10.	0.
VOLTAGE REGULATOR	1.	10.	0.
FUSEBOX		10.	0.
INSTRUMENT PANEL (including heat gauge & element, Amp Mtr)	1.	0.	0.
SPEEDO	1.	10.	0.
WINDSCREEN WIPER MOTOR	1.	10.	0.
BONNET TOP	1.	10.	0.
OFF-SIDE FRONT DOOR	5.	0.	0.
OFF-SIDE REAR DOOR	5.	0.	0.
SEATS FRONT AND REAR	5.	0.	0.
REAR BUMPER BAR	1.	0.	0.
SLIDING ROOF (complete with slide runners & controls)	1.	10.	0.

There could be a few more odds and ends that I have missed, but the above list covers most of the worthwhile bits and pieces.

BASIL BOWES.

QUICK SERVICE HINT

Temporary Plug for Radiators: With vintage and most post-vintage cars using the honeycomb type of radiator core, with circular or hexagonal tubes, an effective temporary repair can be made from a cork boring which, is in effect a long narrow cork plug. A few such borings of the appropriate size can be carried in a matchbox in the glove box. Leaks can be stopped for many miles with this measure, as the cork tends to swell with the water and thus block off the leak progressively.

When making the cork plugs, the necessary cork borer can be made from a short piece of metal tube filed to a sharp edge at one end. The diameter of the tube should, of course, be approximately equal to that of the honeycomb. If the end of the cork plug, when inserted in the rad. tube can be coated with hard-setting gasket cement, the repair will be even more effective.

Two cars were entered for the 1929 Le Mans, to be driven by Cushman/Urquhart-Dykes and Paul/Davis. Practice showed the cars to be very fast indeed, but also brought a host of lubrication troubles. At low speeds the cars emitted clouds of smoke, and in order to combat this the mechanics opened up the high-pressure relief valves more and more, until the engines were obviously starved of oil, but still the smoke was produced. It was at last discovered that the excess oil was not getting past the piston rings, but was flowing down the valve guides. The twin camshafts were pressure fed, but the oil had to return to the sump by gravity, and the passages provided for this purpose were not quite big enough, with the result that the cam boxes were soon flooded, and oil poured down the inlet guides. As soon, of course, as the engine was turning fast enough for the blower to produce a positive pressure, the smoke suddenly abated, but much head-scratching, to say nothing of bad language, was to be expended before the penny dropped.

Teething troubles were still plentiful, however, and only the Paul/Davis car started, only to retire with a cracked cylinder head after covering 210 miles. The cylinder head (non-detachable) and block were cast in one piece, and weight had been saved wherever possible, with the result that the metal was rather thin in places. This would not have been of any great consequence but for the regulation which forbade any replenishment of fuel, oil or water until 210 miles had been covered. When the Alvis drew into its pit, having covered the requisite distance, the engine had become seriously overheated, and as fast as water was poured into the radiator it flowed in a steady stream out of the exhaust pipe, telling the team all too plainly that their race was run.

After its success in the previous year, the Ulster T.T. was looked upon as one of the major sports-car events for 1929. Three Alvis straight-eights were entered, to be driven by Major Harvoy, now fully recovered from his long illness, Leon Cushman and Cyril Paul.

The cars were fitted with two-seater bodies, with a large fuel tank in the tail, and full-width windscreens, as required by the regulations. The engines were modified versions of the Le Mans type, with needle-rollers used for both main and big-end bearings. Roots-type, Alvis-made blowers were again used, fed by 46 m.m. side-draught carburetors, which protruded from the bonnets on the off side. Two B.T.H. polar-inductor magnetos, of special design and having no distributor gears, were used, each serving four cylinders.

All three cars showed great promise in practice, both in speed and roadholding, and during the race itself were well up among the leaders for the early laps. It was, however, the weather which put paid to the team's chances of doing really well. Rain, which varied from slight drizzle to a heavy downpour, was falling for most of the time, and although the wet roads didn't seriously affect the stability of the cars, water was being sucked up into the blower intakes, causing constant misfiring. All three drivers, however, put in some very fast laps during the brief dry spells, and Cushman made a particularly rapid pit stop, picking up 16 galls. of petrol and 3 gall. of oil in 50 secs. The team did finish intact, with Cushman 8th, Harvoy 10th and Paul 17th, in a particularly gruelling race, more so because of the terrible weather. Out of 65 starters only 22 finished the course.

Class records at Brooklands were of ever-growing publicity value and during the summer of 1929, Harvey and Cushman took a single-seater version of the Le Mans/T.T. straight-eight to the track, to collect for Alvis as many International Class F records as they could. In this they were very successful, and the following records fell: 200 miles at 99.39 m.p.h., 500 miles at 98.37 m.p.h., 1,000 miles at 95.24 m.p.h., with the corresponding kilometre records, and three hours at 98.13 m.p.h., six hours at 96.55 m.p.h. and 12 hours at 86 m.p.h., which last was a particularly fine performance, since a faulty fuel pump towards the end of the attempt caused a long delay, and the car broke the previous 12-hour record without actually running for 12 hours.

During 1929, the Alvis factory had concentrated almost entirely on the production of their standard four-cylinder F.W.D. cars, only a few of the conventional 12/50 and six-cylinder cars being built. A straight-eight FWD sports car, with various types of body available was advertised, with details and specification appearing in the various motoring publications, but no eight-cylinder cars were actually sold to the public in the normal way. These advertisements were necessary to qualify the cars as catalogue models, as required by various race regulations; the company had no intention of selling any of the cars at this stage. One or two of the Le Mans/T.T. cars did appear in private hands in the early 1930s, and one or two were built to special order for people closely connected with the works. Leon Cushman had an attractive two-seater body built onto one of the ex-team chassis, by a firm of coachbuilders in Brighton, and T.G. John, Managing Director of Alvis at that time, ran a fabric-bodied saloon for some years. This car was later to become the "one-off" six-cylinder F.W.D. car, when it was fitted with a production six-cylinder Speed Twenty block, mounted on a specially-cast crankcase.

The Alvis company had, for many years, suffered to a greater or lesser extent from chronic shortage of funds, but with the coming of the general depression the spectre of the Official Receiver loomed large indeed. The production F.W.D. cars had not proved to be anything like the success which had been expected and liquidation was only averted by their being discontinued, and a return made to the well-tried 12/50 and six-cylinder Silver Eagle models. Such a course must have caused many regrets, but proof of the wisdom of this change of policy is provided by the fact that the company managed to remain in business at a time when so many makers of motor cars went under.

In view of the prevailing circumstances, the continuation of works participation in racing during 1930 was in doubt for quite a time, but it was decided at length to run the new six-cylinder cars, with, of course, conventional drive, in the "Double-Twelve" at Brooklands, and at Le Mans, the F.W.D. cars now being out of production. Three six-cylinder cars were accordingly run in the 2-litre class in the "Double-Twelve", but achieved no notable success, and the Le Mans entries were scratched.

To all intents and purposes, the F.W.D. cars now belonged to the past, but four more eight-cylinder cars were to be built, which were to prove the best of all.

(Continued & concluded next month....)

Owners of Three Litre models, particularly the TA, will be well repaid if they closely inspect the steering arms of their car. (The steering arms are attached by two bolts to the back-plates of the front wheel brakes and protrude more or less horizontally forward to connect by the ball-pin of the ball-joint assembly to the outer ends of the short swinging portions of the three-piece track rod.)

If the steering arms prove to be of elliptical section, take my advice, and replace them with the current type - or oblong sectioned - steering arms, as the latter are considerably stronger than the earlier type arms. The current arms cost £2/12/6 plus tax each. They are cheap insurance against possible controlled one wheel or perhaps, no controlled wheel steering.

Alvis Limited say that the breakage of the earlier type arms is caused by mal-adjustment of the short swinging portions of the three-piece track rod which, due to the geometry of the set-up, puts extreme strain on the steering arms when the steering is on either lock, thereby eventually causing the steering arms to break.

This fact, coupled with the terrific, added strain imposed during heavy braking whilst traversing our badly pot-holed roads, makes one marvel that more elliptical sectioned arms have not snapped in twain during the past decade, than have actually done so.

Do not allow the thought of mal-adjustment of the short swinging portions of the three-piece track rod deter you from doing the job of replacing the steering arms yourself. All you need to do is to strictly adhere to the following instructions:

- 1) Firstly, securely chock the rear wheels, both ways.
- 2) Jack up both front wheels, and make sure that both front wheel suspensions (lower wish-bones) are securely mounted on solid blocks.
- 3) Remove the front wheels; release or turn back the micro-adjusters of the brake shoes, remove the brake drums; remove the front hubs.
- 4) Undo and remove the two bolts attaching each steering arm to its respective front axle and back-plate assembly.
- 5) Detach both of the short swinging portions of the three-piece track rod from the arms which protrude forward from both the steering box and its slave by undoing the ball pin nuts and withdrawing the ball-pins from both arms. Do not confuse these arms with the steering arms aforementioned.
- 6) To avoid confusion between the left and right hand swinging portions of the track rod, do not detach the steering arms from them at this stage.
- 7) Now carefully centre-pop the ball-housings of the ball-joint assemblies attached to each end of the swinging portions of the track-rod, and then measure with extreme care, the distance between the centre pops on each swinging portion. This distance is the crux of the whole set-up, so really take extraordinary care to be accurate.

THE DISTANCE SHOULD MEASURE EXACTLY $13\frac{1}{4}$ ". THIRTEEN AND ONE - QUARTER INCHES. NO MORE - - - NO LESS. EXACTLY $13\frac{1}{4}$ " BETWEEN BALL CENTRES OR POPS.

- 8) If the distances do not measure this precise $13\frac{1}{4}$ ", then you must undo the lock-nuts of the ball-joint assemblies and screw the assemblies either in or out of the rod to gain the precise $13\frac{1}{4}$ " measurement. Having done just that, re-tighten or lock the lock nuts. Now check the measurements again. Repeat until the final measurement is dead right.
- 9) You can now detach the old elliptical section steering arms from, and attach the new arms to, the swinging portions of the track-rod. Do each one separately to avoid mix-up.
- 10) Attach each steering arm to its correct axle-brake back-plate assembly. Attach the free ends of the swinging portions of the track-rod to their respective steering box and idler arms. Re-install front hubs and brake drums. Re-adjust the brake shoe micro-adjusters. Re-install the front wheels. See to it that the front wheels are set straight ahead. Lower the front end to the floor.
- 11) At hub height, measure the toe-out - that's right TOE-OUT, of the front wheels. It should measure $\frac{1}{16}$ th of an inch. (Toe-out, of course, means the distance between the fronts of the front wheels is greater than the distance between the rears of the front wheels).
- 12) If the toe-out proves to be the required $\frac{1}{16}$ th " then the job is complete. If it does not measure up correctly, then it will have to be adjusted by the centre (non-swinging) portion of the three-piece track-rod. (This portion connects the steering box arm to the slave or idler arm.)

Take Hood: It is absolutely essential that the correct toe-out of the front wheels must ONLY be obtained by the adjustment of the centre rod, even if this requires the removal from the car of the centre portion of the track-rod, so that it can be shortened by cutting off some of either or both ends of the female threaded part of this rod. ON NO ACCOUNT MUST THE SHORT SWINGING PORTIONS OF THE TRACK-ROD BE ALTERED FROM THE PRECISE $13\frac{1}{4}$ " DISTANCE BETWEEN THEIR RESPECTIVE BALL-JOINT CENTRES.

Comments:-

Now for a couple of Bellyaches. Firstly, why in those days of automatic precision machine tools, do not Alvis Limited see to it that this essentially precise $13\frac{1}{4}$ " measurement is easily, and positively, attained by having to merely screw the male threaded arms (of fixed length) of the ball-joint assemblies home against stops (set at correspondingly fixed depth) in the female threaded ends, so that when the locknuts are nipped up, there you have it. Exactly $13\frac{1}{4}$ ". It's so simple really, and there's none of the "it's in the twist of the wrist and the way you hold your mouth" caper about that.

Secondly, why on earth should it be necessary to go the trouble of dismantling the allegedly adjustable centre rod, dismantle it, cut off part thereof, then re-assemble and re-install the offending portion before it is possible to adjust it to attain the correct $\frac{1}{16}$ th toe-out of the front wheels. I had to cut $\frac{5}{8}$ " in all off the centre rod in my Three Litre. Even then, I just managed to get the required $\frac{1}{16}$ th.

BASIL BOWES.